

Neighborhood Traffic Mitigation Meeting #6

Nov. 15, 2016

- 5:30 – Additional public feedback and recap of October meeting
- 5:40 – Review of existing traffic data and ideas for data monitoring
- 5:55 – Residential access in other cities (follow-up)
- 6:05 – Refinement to plan
- 6:40 – Outreach possibilities
- 6:55 – Wrap-up

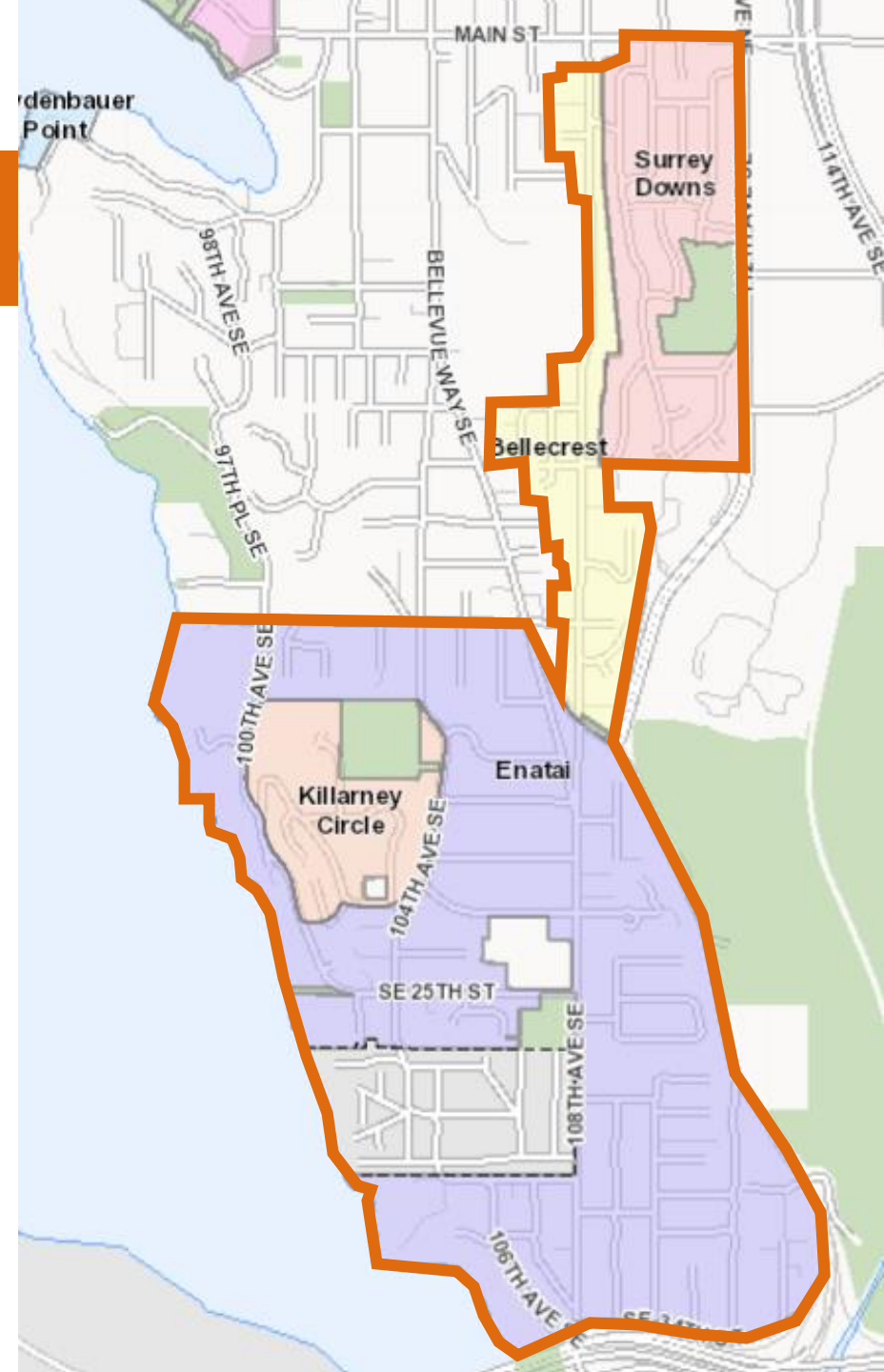


Survey Overview

- ~1,650 newsletters sent out
- 347 responses (311 usable)
 - ~20% response rate

Survey Response by Neighborhood

Neighborhood	# of survey responses	Total Households
Beux Arts Village	29	116
Bellecrest	44	291
Enatai	251	964
Surrey Downs	17	303
Other	6	-
Total	347	1674



Did plan meet the project goal?

- Original question: After reviewing the Draft Mitigation Plan, how well does the plan meet the goal of lessening the potential for increased traffic in the south Bellevue neighborhoods during East Link construction on Bellevue Way SE and I 12th Avenue SE?
- Most # of responses from Enatai
- Very well/somewhat well meets project goal:
 - BAV: 42%
 - Bellecrest: 86%
 - Enatai: 55%
 - Surrey Downs: 65%

Did the plan meet the project goal?

Community	n=	Very Well	Somewhat well	Not at all	No opinion
Beux Arts Village	29	21%	21%	59%	-
Bellecrest	43	28%	58%	12%	2%
Enatai	219	11%	44%	42%	3%
Surrey Downs	14	21%	43%	29%	7%
Other	6	-	17%	67%	17%
Total	311	14%	43%	39%	3%

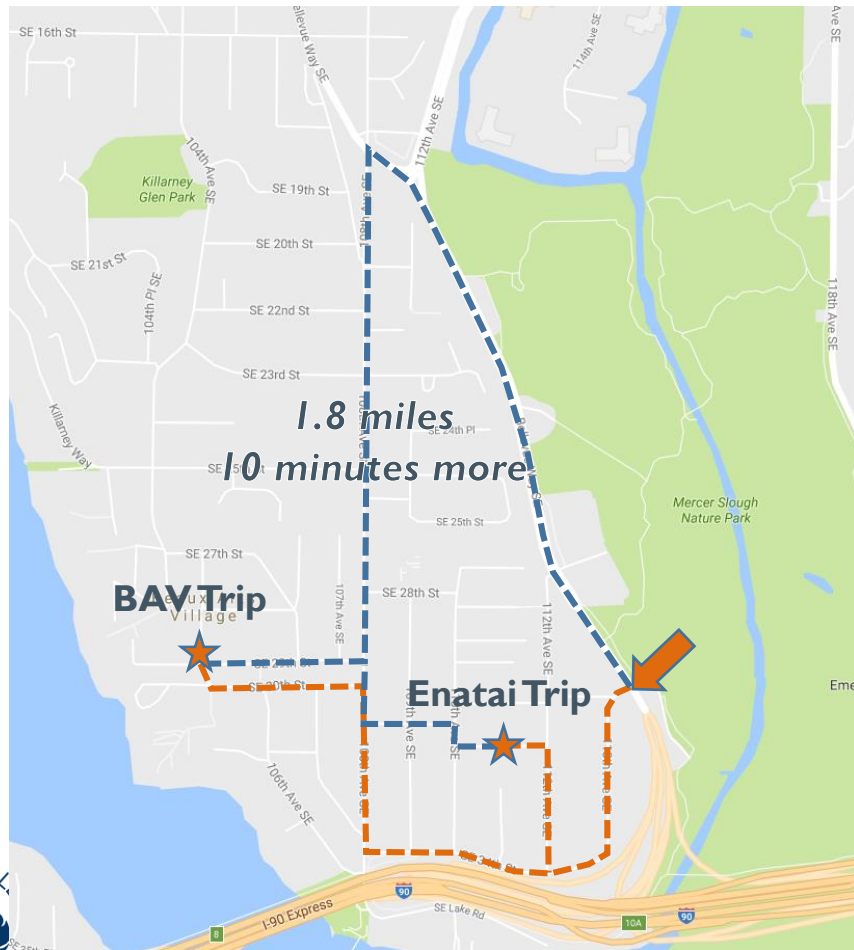


Key Themes

- Special placards for residents
- Unduly impacted by access restrictions
- Need for enforcement
- Need for parking permits
- Increased travel time to freeway
- 108th Ave SE/Bellevue Way already congested
- Bellevue Way already congested
- Plan meets goal
- Access out of neighborhood more important than increased traffic potential



How does limited access impact travel times?



BAV Trip

- Current: 1.1 miles, 4 minutes
- Draft plan: 1.8 miles, 7-14 minutes

Enatai Trip

- Current: 0.5 miles, 2 minutes
- Draft Plan: 1.8 miles, 7-12 minutes
- Travel time increase of 10 minutes
 - Based on Google Maps, 5:30 PM departure

Placards for Residents

- At least 77 people responded through the survey citing a need for placards (mostly Enatai)
- Additional research being conducted but:
 - Benefits: easier to exit neighborhood, responsive to needs
 - Challenges: lack of precedent, difficult to administer, set a precedent, enforcement, driver behavior, jurisdictional challenges
- Regardless, direction from the NTMC for greater emphasis on data monitoring and incremental implementation



Revised goal?



Revised Goal?

- Existing project goal:
 - Lessen the potential for increased traffic on neighborhood streets during East Link light rail construction activities on Bellevue Way and 112th Ave SE
- Feedback: draft plan will largely support project goal
- BUT, residents have expressed that access is critically important

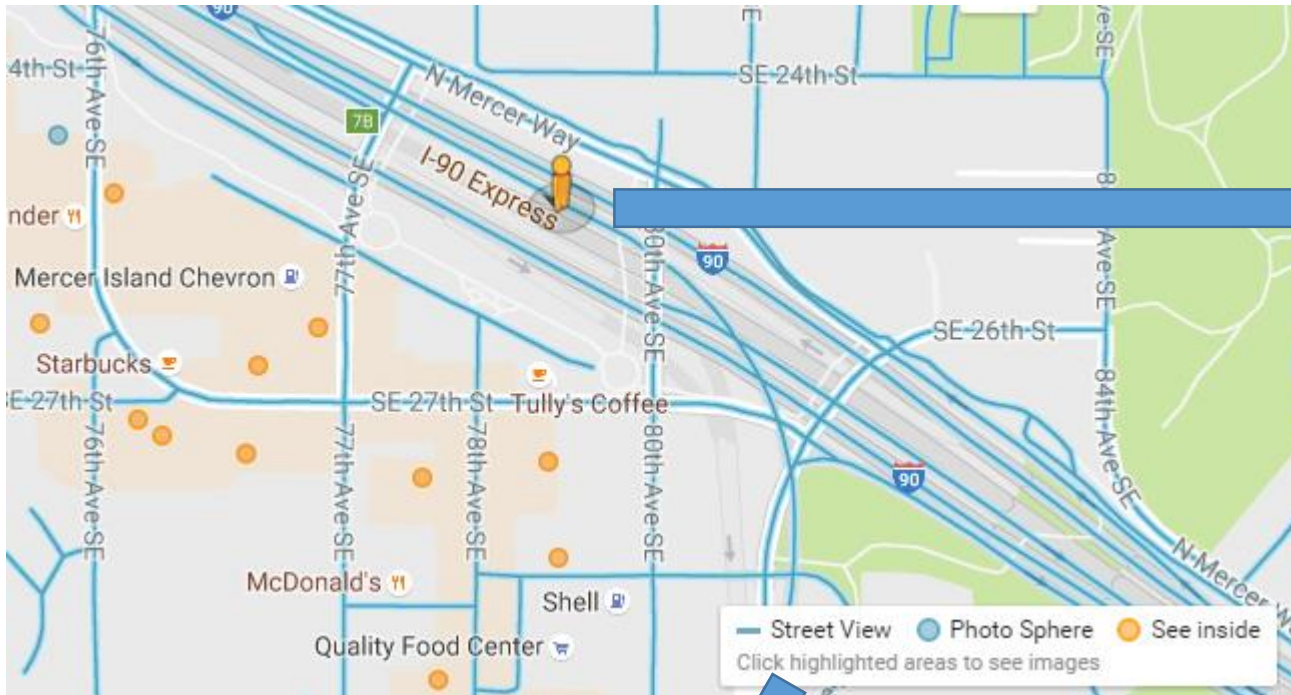


Residential Access in Other Cities

- Additional research on residential access in
 - Vancouver, BC
 - Mercer Island
 - Seattle (for Husky games)
- Neighborhood areas aren't in an active construction zone



Residential Access: Mercer Island



- Ramp at Island Crest Way to access Express Lanes is not marked as HOV only
- Any motorist can use this entrance at this time



Residential Access: Vancouver, B.C.

- Southwest Marine Drive infrastructure upgrades
- Residents provided placards to access their homes in *active construction zone*
 - Providing access for local access only is standard in construction zones
 - Geographic scope of Marine Drive work was substantial (3.4 mile corridor)
 - Difficult to administer; enforcement challenges; resident frustrations



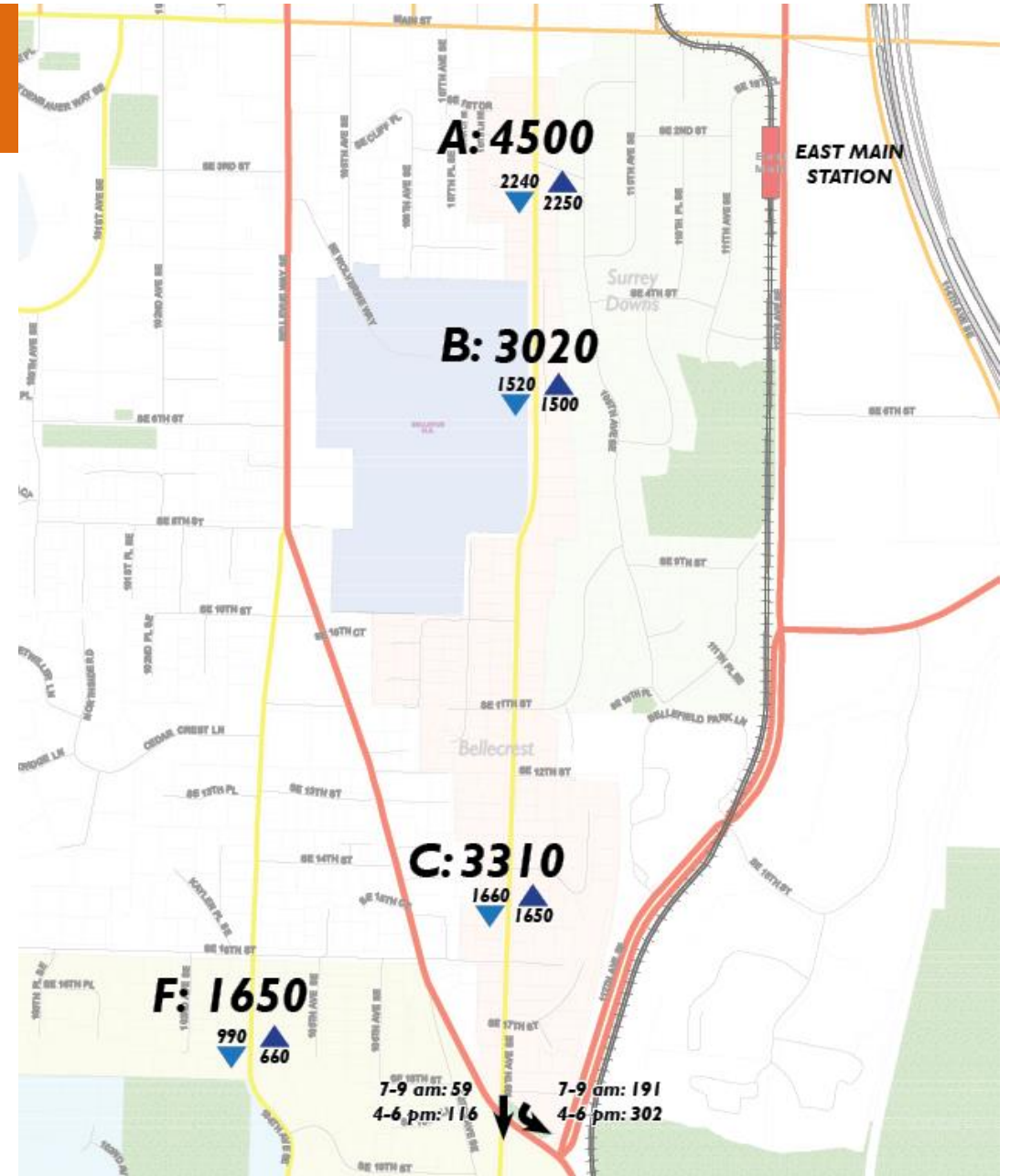
Residential Access: Seattle (Husky games)

- Restricted parking on Montlake streets on home Husky football games
- Part of Seattle's Restricted Parking Zone (RPZ) Program



Existing Traffic Data

- Many existing volume (and speed) data points in South Bellevue (from 2014)
- Turning movement counts at intersections where turn restrictions were proposed
- New data being collected now at 10 locations along with turning movement counts

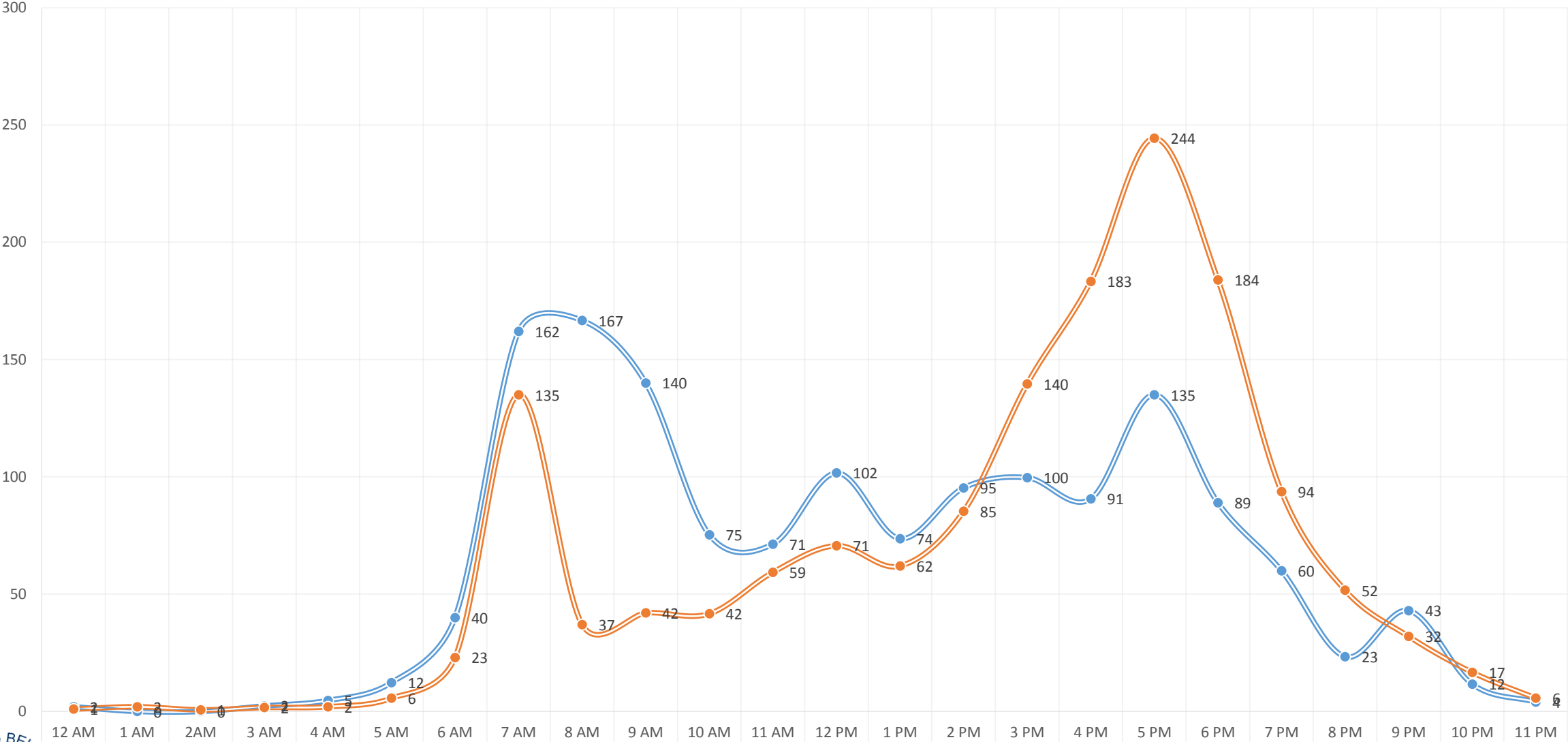


Existing Traffic Data

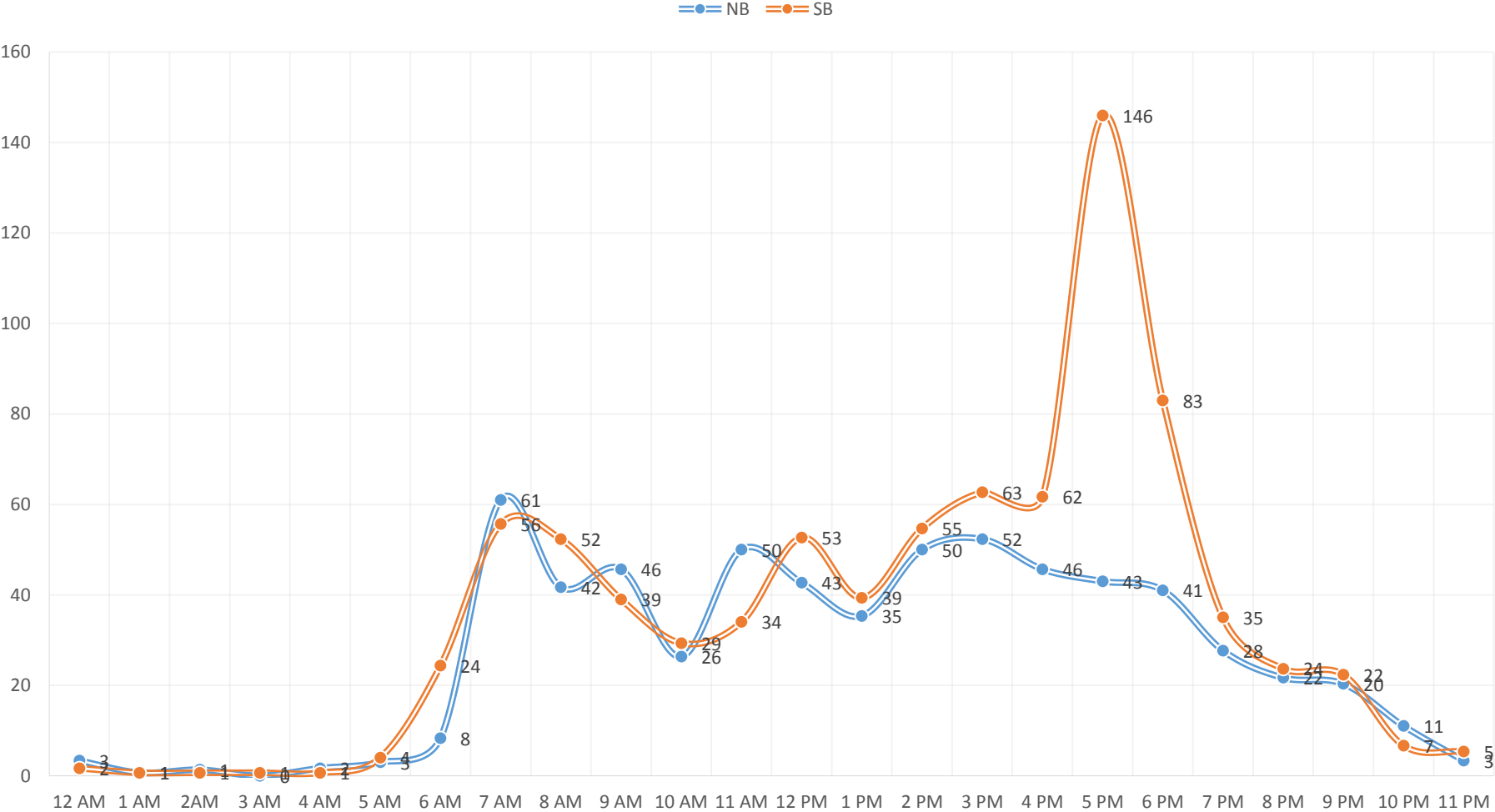


108TH AVE SE SOUTH OF SE 2ND ST

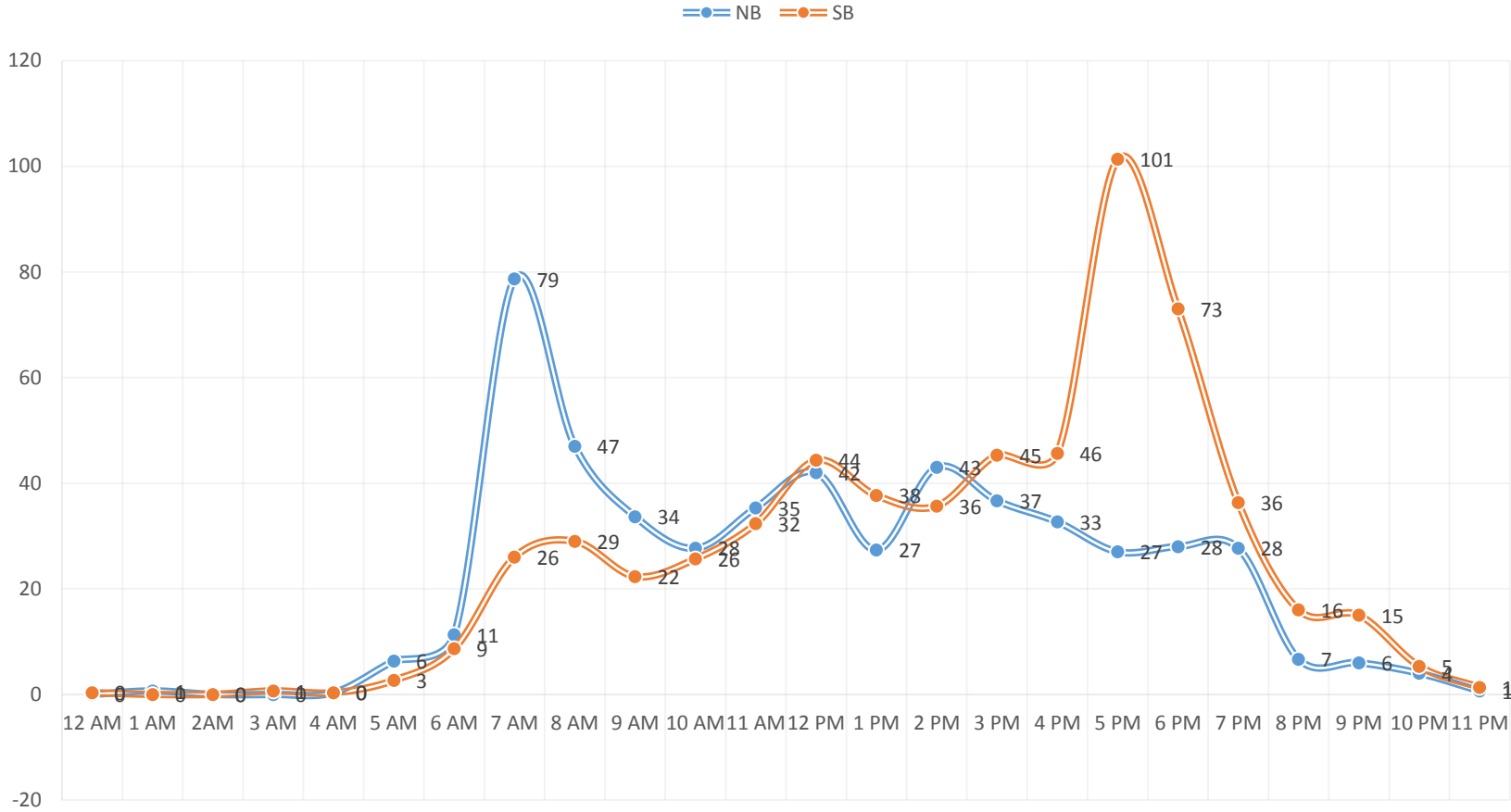
NB SB



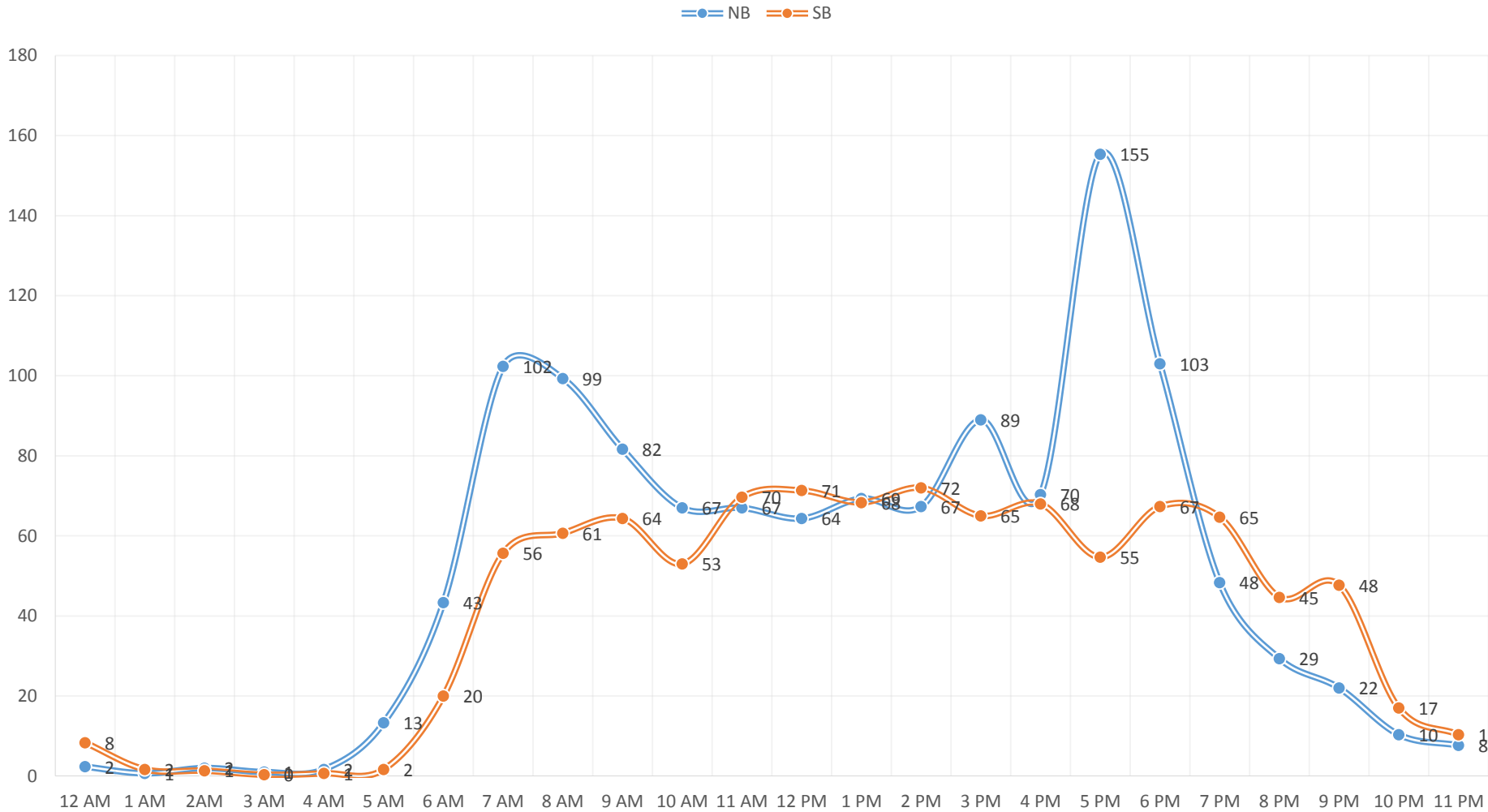
108TH AVE SE NORTH OF SE 31ST ST



104TH AVE SE NORTH OF SE 24TH PL



113TH AVE SE NORTH OF SE 34TH ST



Collecting data moving forward

- Routine collection to identify how construction impacting neighborhood traffic
- How?
 - Signal loops
 - In-pavement devices
 - Tube counts
 - Turning movement counts



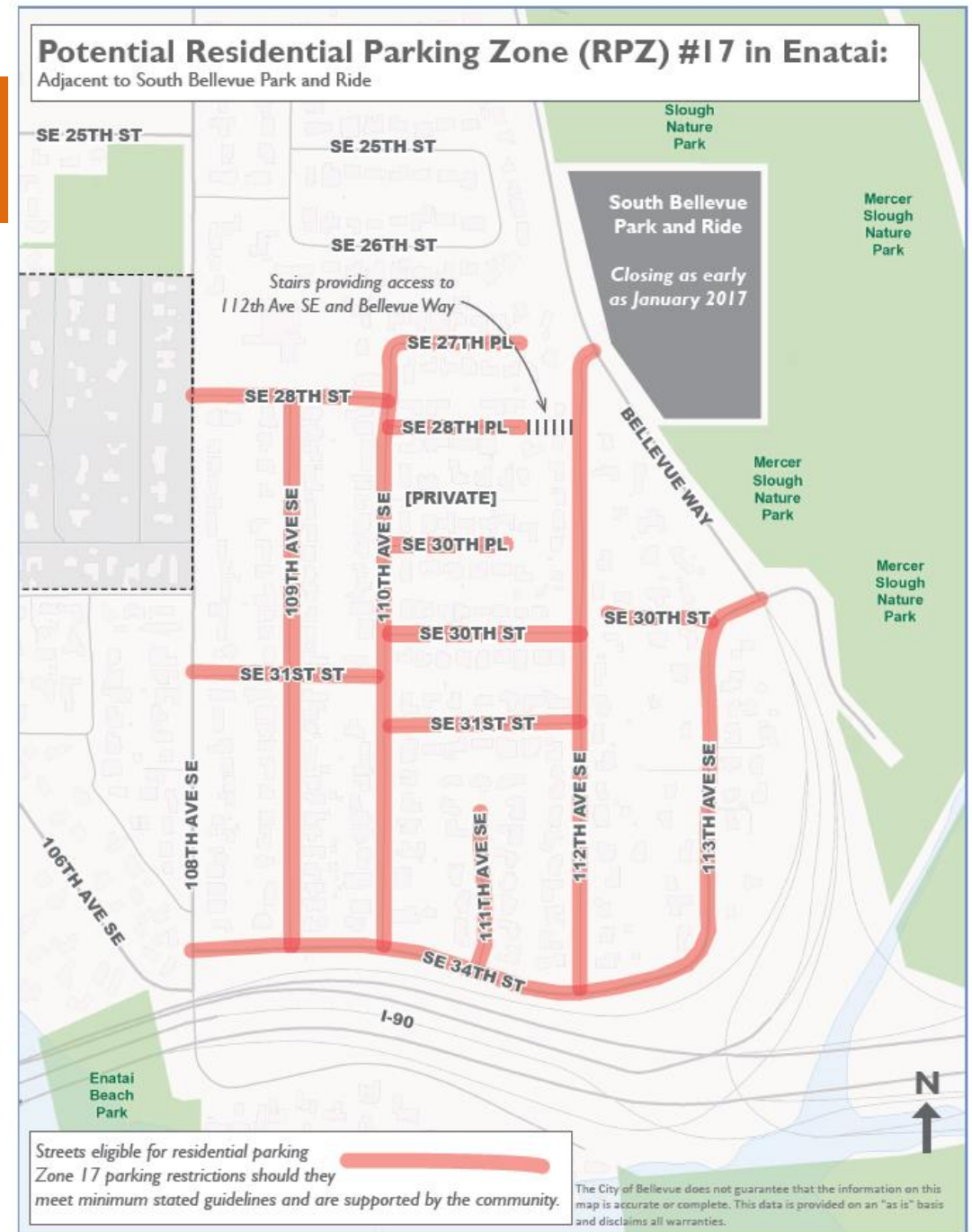
Enatai Elementary Rebuild

- Request: what was forecasted traffic impact of Enatai Elem. rebuild?
 - 1954: school opened with 658 students
 - 2014: enrollment of 544 students
 - Rebuild: planned accommodation of mx 650 students
- May 2013 analysis (vehicle drop off):
 - AM peak hour: 222 arrivals, 186 departures
 - PM peak hour: 148 arrivals, 140 departures
- Future (max of 650 students):
 - AM peak hour: 281 arrivals (+59), 236 departures (+50)
 - PM peak house: 188 arrivals (+40), 177 departures (+37)
 - Forecast assumed same mode split



Residential Parking Zones (RPZs)

- Ordinance to allow for RPZ around South Bellevue Park and Ride going to City Council 11/21/16
- People's willingness to walk to bus is approximately 1/4 mile
- Streets included in proposed RPZ 1/4+ miles from Park and Ride
- Other hide and ride spots may occur; will be addressed by established city process



RPZ Process

- Residents contact city staff
- Staff send form to residents asking to:
 - Detail time and location of parking
 - Get 5 signatures from neighbors who agree parking is a problem
- Staff receive form and evaluate for minimum spillover requirements
- If requirements met, 65% of all households must support—via a ballot—the residential parking zone
- If supported, proposed RPZ goes to council
- Signs implemented to restrict parking and decals provided to residents

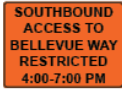


Ramp Meter on I-90

- Ramp meter in WSDOT right of way
- Timing of meter established by formula based on actual traffic
- Changing the timing would only minimally influence Bellevue Way congestion
 - The meter provides for improved merging and safety to I-90



Draft Plan features



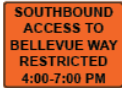
A: Sign stating southbound access to Bvue Way restricted 4-7 pm



B: Residential area sign



C: Residential area sign



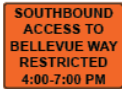
D: Sign stating southbound access to Bvue Way restricted 4-7 pm



E: 4-7 pm left turn restriction from SE 16th St to Bvue Way; 7-9 am right turn restriction from Bvue Way to SE 16th St



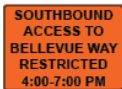
F: 4-7 pm left turn restriction from 108th Ave SE to Bvue Way; 7-9 am right turn restriction from Bvue Way to 108th Ave SE; Sign stating southbound access to Bvue Way restricted 4-7 pm



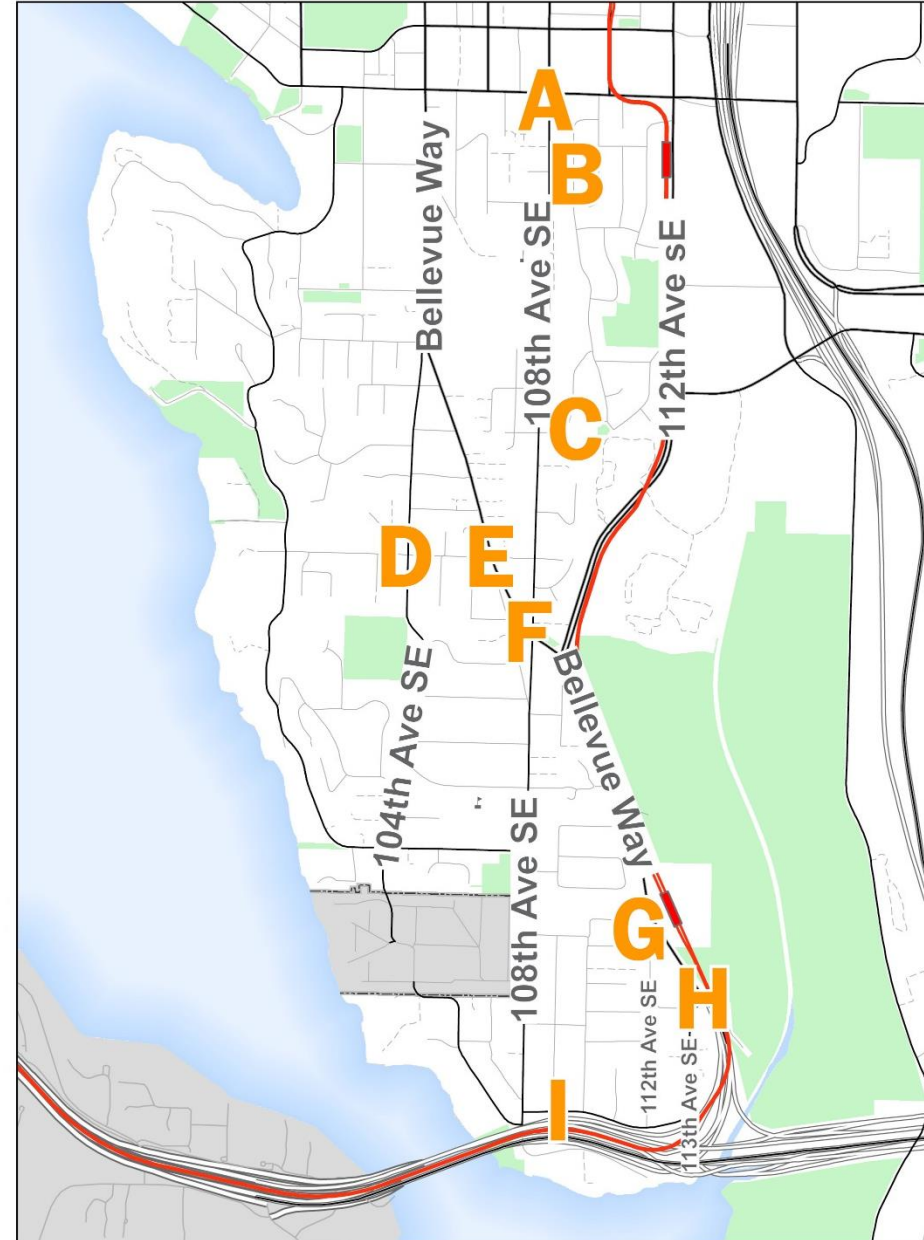
G: no right turn 4-7 pm to Bvue Way



H: no right turn 4-7 pm to Bvue Way



I: Sign stating southbound access to Bvue Way restricted 4-7 pm



Refinements to Plan

radar signs

Does little to discourage cut-through traffic



speed hump

Limited impact on cut-through traffic, significant impact to emergency response vehicles, school bus or transit route, potential noise impacts from motorists traversing the speed hump,



local access only signs

Extremely difficult to enforce



one lane zone/chicane

Moderate impact to emergency response, may restrict parking



access restrictions

Requires strong enforcement component, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets



partial closure

May restrict parking, impacts to emergency response vehicles, compliance a concern, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets



full closure

Impact to emergency response, limits access to ALL motorists (commuters and local residents alike), could relocate issue to other streets



Least restrictive

Most restrictive



SOUTH BELLEVUE EAST LINK CONSTRUCTION
NEIGHBORHOOD TRAFFIC MITIGATION COMMITTEE

JULY 6, 2016

SOUTH BELLEVUE
EAST LINK CONSTRUCTION
NEIGHBORHOOD TRAFFIC
MITIGATION MEETING #6
NOVEMBER 2016